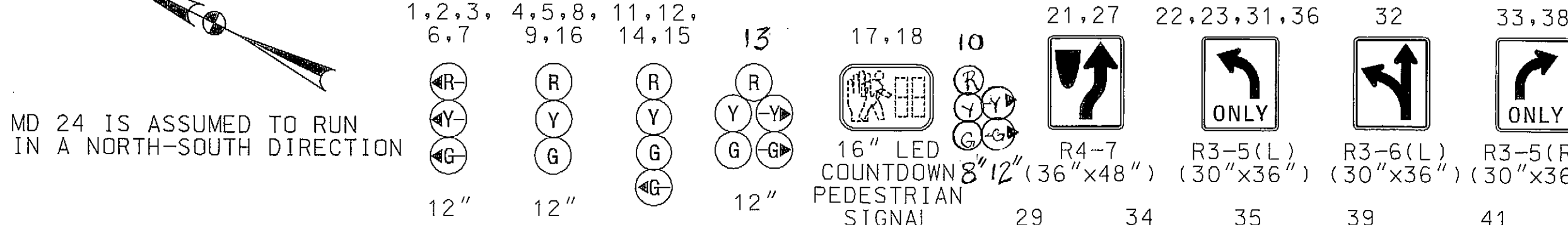


PROPOSED SIGNALS

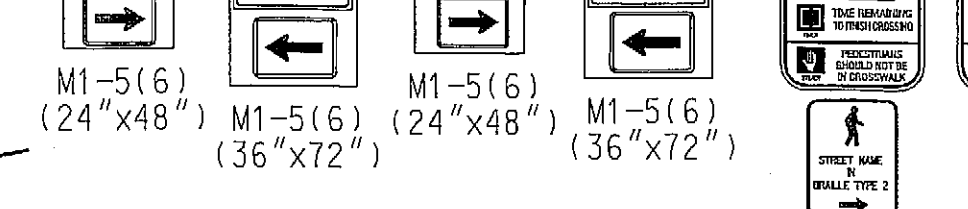
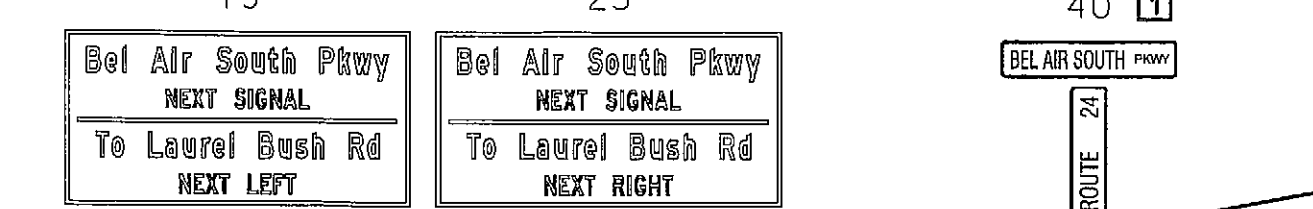
PROPOSED SIGNS

NEMA PHASING



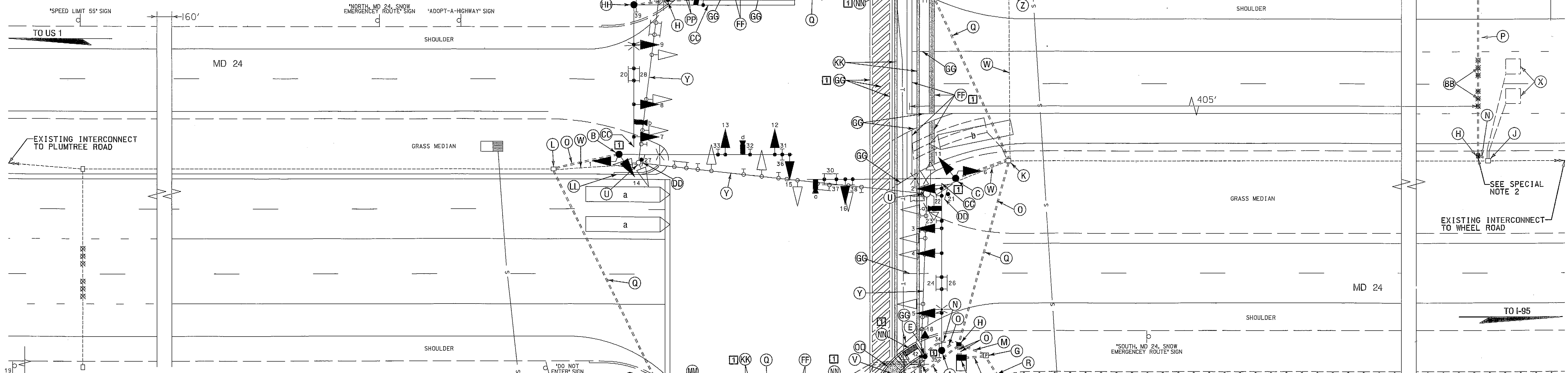
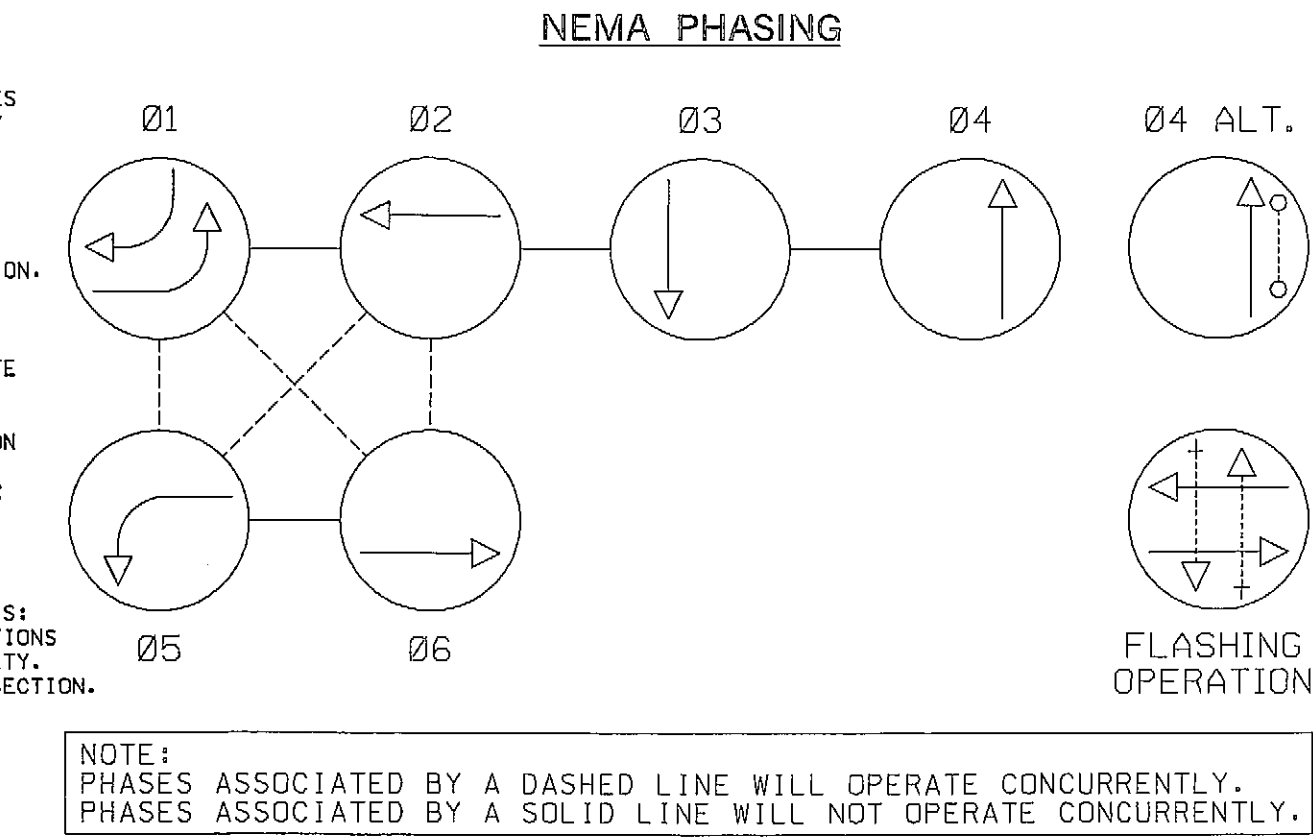
EXISTING SIGNS TO REMAIN

EX. SIGNS TO BE RELOCATED (SHOWN AT FINAL LOCATION)

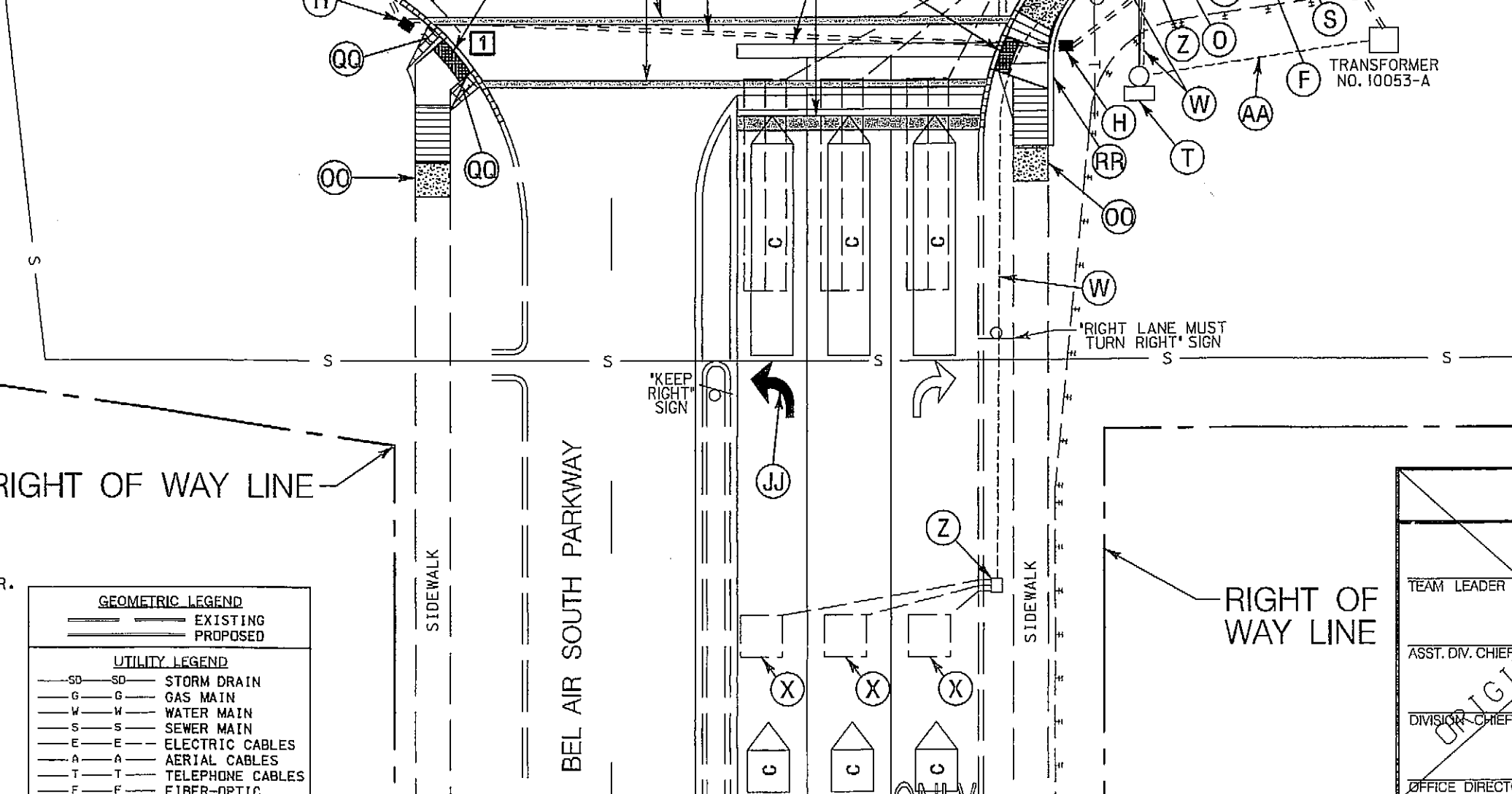


- SPECIAL NOTES:**
- CONTRACTOR SHALL USE CAUTION WHEN INSTALLING SIGNAL EQUIPMENT TO AVOID DISTURBANCE OF EXISTING UNDERGROUND UTILITIES. CONTRACTOR SHALL TEST PIT TO DETERMINE EXACT LOCATION AND DEPTH OF UNDERGROUND UTILITIES PRIOR TO INSTALLING SIGNAL EQUIPMENT.
 - INSTALL HANDHOLE WITH LONG DIMENSION PERPENDICULAR TO TRAVEL WAY FOR INSTALLATION OF NON-INVASIVE PROBES. EXTEND CONDUIT A MINIMUM OF 2 IN. AND MAXIMUM OF 3 IN. INTO HANDHOLE.
 - THE CONTRACTOR SHALL COORDINATE WITH SHA TRAFFIC OPERATION DIVISION TO CONTACT LOCAL POWER COMPANY TO SET-UP WORK WITH TO DISCONNECT THE EXISTING ELECTRICAL SERVICE AND HAVE THE NEW SERVICE ENERGIZED.

- GENERAL NOTES**
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
 - THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
 - VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
 - THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
 - ALL PROPOSED LUMINAIRES SHALL BE SUPPLIED WITH A PHOTOCELL.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
 - REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
 - THE CONTRACTOR SHALL NOT CUT MAST ARM AS INDICATED ON PLANS UNTIL MAST ARM POLE LOCATION IS FINALIZED.
 - PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" X 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
 - PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
 - LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E-2 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
 - REFER TO SHEET 2 FOR DIMENSIONS OF SIGNAL EQUIPMENT AND PAVEMENT MARKINGS WITHIN INTERSECTION.
 - ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
 - ALL SIDEWALK RAMPS SHALL BE INSTALLED AS PER STANDARDS MD 655.11 AND MD 655.13.
 - REFER TO SHEET 2 FOR RAMP INSTALLATION DETAILS.



- CONSTRUCTION DETAILS**
- INSTALL CONCRETE FOUNDATION WITH A 27 FT. STEEL POLE WITH A 70 FT. (CUT TO 67 FT.) MAST ARM, TRAFFIC SIGNAL HEADS, SIGNS, VIDEO DETECTION CAMERA MOUNTED ON MAST ARM AND 15 FT. STREET LIGHTING ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE. (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN POLE BASE).
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801 South Caroline Street, Baltimore, Maryland 21201

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 24 AT BEL AIR SOUTH PARKWAY
BELAIR, MD

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20' DATE AUGUST 2, 1999 CONTRACT NO.

DESIGNED BY ELAAQUAR COUNTY HARFORD
DRAWN BY DICKERSON LOGMILE 12002406.56
CHECKED BY K. SCHMID TMS NO. K886
F.A.P. NO. TOD NO.

TS NO. 2571D DRAWING TSP-01 OF 3 SHEET NO. 1 OF 3

BY: sbloss